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BY WILL E. FISHER
AUCTIONEER

AT AUCTION

MONDAY, OCT. 24, 1904,
AT 12 O'CLOCK NOON.

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PARDON FOR INFLUENCE

Governor Refuses An Odd Political Request.

Governor Carter yesterday pardoned from prison Jose Rodrigues and Maneau Monio, two Porto Ricans convicted at Hilo for holding up a Japanese hackdriver on the Volcano Road about a year ago.

The Governor stating his reasons for extending executive clemency to the men, said:

"I pardoned these Porto Ricans on the recommendation of Sheriff Andrews of Hawaii and others. Although the men pleaded guilty to the charge, yet I find on examining the case thoroughly that there were extenuating circumstances surrounding it which give me grounds for granting the pardons.

"A Japanese hackdriver telephoned to the Sheriff that he had been held up by two men, Porto Ricans, and asked for help. Officers were sent up from Hilo and they met two Porto Ricans on the road, one having a hack lantern and the other some harness. They were walking toward town. Their story was that the hack man had suffered a runaway and they had helped him to fix his harness, when he suddenly bolted and went away.

"The men did plead guilty but they state that they did so as the interpreter told them that it would be the easiest way out of the difficulty and they would probably go scot-free. On their plea of guilty they were sentenced to two years, I believe. They have been exemplary prisoners and are now trustees.

"I have had other requests for executive clemency, one being for Cullom, who used to have the care of Kapiolani Park. He was convicted of selling liquor near Camp McKinley without having a license, but have refused to act in the matters.

"I have had other requests to restore individuals to their civil rights, men who had committed embezzlement, etc. One request was to pardon V. H. Brown, who was convicted of extorting money while on the Hilo police force. His case may have been one where he yielded to weakness rather than to any criminal intent, but at the same time it was corruption in office and I do not intend to gloss over such offenses. I intend to keep the bars up in such matters. The request was made to give this pardon because it would have a political influence.

"I do not intend to let political influence weigh in such instances. Embezzlement of public moneys or using public office to extort it are features of governmental conduct which I hope to wipe out by a steady warfare against it."

AFTERMATH OF THE GLEN COLLINS' CASE

Now it turns out that Nathalie Schenck did not make a brilliant match, in the smart set acceptance of the term, when she married Captain Glen Collins. It is reported that he married her thinking she was an heiress and that she married him under the impression that he was wealthy. They both discovered their blunder in Honolulu, and that was why, it is said, they turned back. At that time it was reported that they had decided to rush over to Paris to hire a high-priced skin specialist to patch up Mrs. Collins' face, she having met with a painful accident. They went as far as New York and have been there ever since. The story of the mutual misapprehension arose, perhaps, when it leaked out that Collins had been raising money right and left before his marriage. One of the stories current in New York is that he asked Alfred Vanderbilt for a loan of one hundred thousand dollars without security. The story of their having turned back from Honolulu because the Captain did not have sufficient money to continue the journey is one that taxes credulity, and as the young people are still together it looks as though mutual disappointment, if any existed, did not jar them very hard.—Town Talk.

CONGRESS OR CARNEGIE TO STUDY LEPROSY

It is the purpose to bring to the attention of Congress the need of at least \$50,000 appropriated by that body for the purpose of having leprosy subjected to original research and study by the ablest scientists. The Governor has laid the case before the trustees for the Carnegie Fund for Original Research and hopes to obtain their aid in case Congress does not act.

COUNTY LEGISLATION.

(Continued from page 2.)

ler to arrive in Kailua on the evening of the same day.

Approaching Kona by way of the Volcano, the traveller finds himself at the latter point within 3 hours of his leaving Hilo by taking the trains of the Hilo Railroad so that a train leaving Hilo at 7 a. m., with stage connections, will bring him to the Volcano House by 10 o'clock, giving him ample time to cover the remaining distance of 35 miles to Waiohinu before nightfall. With Hilo as the central point, either route would commend itself.

It would appear that a more direct and shorter line of connection and communication between the Kona and the Hilo side might easily be effected.

Already the so-called Kaumana road cuts inland for nearly 7 miles above the town of Hilo and to within a short distance of the lower extremity of the flow of 1855-6, at an elevation of about 1650 feet. The material composing this lava is most favorably adapted for use in road construction, being friable, as well as durable.

Extending the road up this flow, which interposes no serious obstacles in the way of grade or road material, would require about 13 miles of construction to the point called Halealoa, elevation, 500 feet. Flanking the road on either side are the Government lands of Waialea and Pihoua, which may be looked upon as farming lands eventually to be opened up for settlement.

Leaving the flow of 1855 at the aforementioned point, this road would continue for 8 miles, crossing the upper line of the Hilo forest on Pihoua and Humuila on the Mauna Kea slopes and opening up the undeveloped values of the Hilo and Hamakua uplands, with eventual connection to Waimea distant only 40 miles, finally reaching Kalae, on Kahe, elevation 6600 feet, another Government land with lease about to expire.

From Kalae, a wagon road now encircles the base of Mauna Kea to Waimea and could be followed for 12 miles to near the base of the hill called Puu Keeke, one of the chain of hills near the common mauka angle of the Hamakua and the South Kohala districts.

From Puu Keeke, the connection could be made with the present Waimea-Kona road below the Keamoku sheep station on the South Kohala-North Kona boundary, distant only 14 miles from Waimea, and a distance of 24 miles from Kailua and 38 from Kealahou.

This route is through a rich country, unbroken by irregularities or obstacles, of a grade not exceeding 6 per cent and lastly and what is of most vital importance, being the shortest distance over the finest lands of this island.

The following is a resume of the foregoing statements:
Table of distances and elevations from Hilo to Kona points. The outer column of figures indicates the distance between places.

End	Kaumana	Mis. Elev.	D.B.P.	Ap.G.
road.	7.0	1650	.....	.....
1855 flow Halealoa.	20.0	5000	13.0	5 pct.
road built	.....	.....	.....	.....
Kalae.	28.0	6600	8.0	3 pct.
road built	.....	.....	.....	.....
Puu Keeke.	40.0	6000	12.0	1 pct.
Keamoku, junct.	.....	.....	.....	.....
road.	50.0	2550	10.0	6 pct.
road built	.....	.....	.....	.....
Honokohau-Kailua junct.	70.0	1500	.....	.....
road built	.....	.....	.....	.....
Hoolualoa-Kailua junct.	74.5	1500	.....	.....
Kailua at beach.	74.0	.....	24.0	.....
Kealahou road	88.0	1500	14.0	.....
road.	.....	.....	.....	.....
Total mileage of road.	.....	.....	31	.....
Allowing for curves to overcome grades if necessary.	.....	.....	5	.....
A total mileage to be constructed.	.....	.....	36	.....

Cost of Construction—Citizen labor, as follows:

13 miles of lava road construction.	\$21,964
8 miles mixed pahoehoe construction.	21,542
10 miles along old lava construction.	24,560

Cost of construction..... \$68,066
Overhauling 12 miles from Kalae to Puu Keeke..... 6,000

Making a total cost of..... \$74,066

With this island as one county, the local steamship companies might be willing to change their schedule, touching at Kailua and running into Hilo, if not, there is nothing to prevent the formation of a local company to run such a steamer service, which would do much to develop the cultivation of bananas, pineapples and other fruits in Kona, which would thus have an outlet, through Hilo, to the San Francisco market.

Either or both of the above methods of communication would do much to cement together the different sections of the island and create a bond of sympathy between all the people.

Reviewing the general propositions laid down as supported by the arguments presented, the intelligent, broad-minded and progressive citizen is led to but one conclusion:

First, That a division of this island at the present time into two counties would be unwise and expensive.

Second, That the laws of natural selection and gravitating force impel the choice of Hilo as the logical center of the body politic in that county.

There will be linked in indissoluble bands the interests of the two sections, the prosperity of the one furnishing the helpful stimulus to the uplifting of the other.

In closing our communication, we beg to state the reasons therein advanced are the deductions made from the answers received to a circular letter, a copy of which is herewith enclosed, sent out to all the districts of this island and are not the expressions of our body alone.

Trusting we have been able to give you some facts that will assist in con-

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vincing your honorable body of the necessity of having only one county for this island.

We beg to remain,

Yours respectfully,

THE HILLO BOARD OF TRADE,
By E. N. Holmes, President,
By H. Vicars, Secretary.

Hilo, Hawaii, July 27, 1904.

Dear Sir: The Board of Trade of Hilo has been requested by the Chairman of the County Commission to forward to him all the information and data possible, supporting his contention that there should be but one county on this island.

This committee has been appointed by the president of the Board of Trade to collect and present this data and we will be under obligations to you, if on receipt of this letter, you will be kind enough to give us the benefit of any and all reasons that appeal to you as to why we should have only one county on this island and the county seat at Hilo.

Will you kindly give us as much enlightenment as possible, particularly as to the economy and convenience of the arrangement, also say what you can regarding the ways, means and expenses of getting to Hilo from the other districts, and any recommendations you can make to better these without the expenditure of much money. Will you also give us distances from these other districts.

A full and prompt reply, addressed to any member of this committee will be much appreciated and if it is the

desire not to have us use your name, kindly so indicate and we will refrain from doing so.

Respectfully submitted for your consideration,

J. W. MASON,
P. PECK,
HENRY HAYES,
Committee.

"Is there anything you don't need that I might take?" asked the slovenly old junkman, watching Subbubs packing his goods on the moving van.

"Yes," snapped Subbubs, "a bath."—Philadelphia Ledger.

